THE HONGKONG TELEGRAPH.

No. 3995 MONDAY, MARCH 4, 1895.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL£2,000,000
CAPITAL PAID-UP£ 251,093-15-0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [214

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | ChowTungShang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND£375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " 4 "
" " " 3 " 3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,185,000
PAID-UP£ 662,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [8

Insurances.

THE
STANDARD LIFE ASSURANCE COMPANY

has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby giving greatly increased Security to the Holders of the Company's Policies.

For full particulars and rates,

Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th June, 1894. [743

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333-33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1888. [910

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 9, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [114

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from C. F. A SANGSTER, Esq., Official Administrator, to Sell by

PUBLIC AUCTION,
ON
WEDNESDAY, the 6th March, 1895,
commencing at 2.30 P.M.,
at his SALE ROOMS, Queen's Road.

SUNDRY EFFECTS
belonging to the Estate of the late
Mr. ROBERT FRASER-SMITH,

Comprising:—

SUNDRY CLOTHING, WINES, STORES, BINOCULARS, REVOLVERS, RIFLE and FOWLING PIECES.
ONE CHRONOMETER, by PARKINSON & FRODSHAM.
STABLE GEAR, &c., &c.

ALSO
(For Account of the Concerned),
FOUR SINGER HAND SEWING MACHINES, a few ENAMELLED TEA and COFFEE CUPS.

AND
ONE MARTINI-HENRI RIFLE, Complete and nearly New (MATCH RIFLE) with BAG and AMMUNITIONS,

TERMS OF SALE:—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 2nd March, 1895. [311

IMPORTANT SALE.

IN THE MATTER OF THE ESTATE OF ROBERT FRASER-SMITH, DECEASED.

MR. J. M. ARMSTRONG has received instructions from C. F. A SANGSTER, Esq., OFFICIAL ADMINISTRATOR to offer for Sale by

PUBLIC AUCTION,
ON
THURSDAY, the 28th day of March, 1895,
at 3 o'clock in the Afternoon,
at the
AUCTION ROOMS, No. 49, Queen's Road Central,
THE WHOLE OF THE
PLANT, OFFICE FURNITURE, STOCK-IN-TRADE AND GOODWILL
OF THE
"HONGKONG TELEGRAPH."

For further Particulars and Conditions of Sale Apply to

C. EWENS,
Solicitor,
or to
J. M. ARMSTRONG,
Auctioneer.

Hongkong, 2nd March, 1895. [306

Intimations.

THE INFALLIBLE SPECIFIC FOR INFLUENZA.

THIS preparation is compounded from a recipe which was extensively prescribed with most successful results during the late great Influenza epidemic in Europe.

Sold in Bottles at $1.00 each.

EUCALYPTUS OIL.

A fresh consignment of the finest quality. Imported direct from Australia.

Sold in Bottles at 75c. each.

Sold Agents for Japanese Table Water TANSAN.

FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central.

Hongkong, 2nd March, 1895. [31

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhœa, is described as amazing.

D R. K N O R R'S
LION BRAND
A N T I P Y R I N E.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Compagnie.

Beware of spurious imitations.

Hongkong, 9th April, 1894. [446

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY.)
THE OLDEST STEVEDORE IN MANILA.
STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.

Manila, 5th October, 1895. [32

TO SHIPMASTERS.

STEAM WATER-BOAT COMPANY.

THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.

Hongkong, 19th November, 1894. [81

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, *QUEEN'S ROAD CENTRAL.*



SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895. [189

W. BREWER.

GOOD COMMERCIAL ENVELOPES, $1.50 per 1,000.
Thicker Quality, $2.50 per 1,000.
Year Book Photography, 70c.
British Journal Photo Almanack, 70c.
Donaldson's Engineers Almanack, 70c.
Calvert's Mechanics Almanack, 35c.
Mechanical World Diary and Almanack, 70c.
Hazell's Annual, 1895.
Navy List, 1895.
Greener—The Breechloader and how to use it, $1.50.

FERDINAND DE LESSEP'S 'HIS LIFE AND ENTERPRISE.'
Layard—Early Adventures in Persia and Babylonia.
Lowe—Alexander III of Russia.
Williams—Britain's Naval Power.
Brassey—Mercantile Marine and Navigation 1874-95.
Mahan—Influence of Sea Power upon history.
Norton—Balancing for Expert Book-keeper.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 26th February, 1895. [42

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS,
"KREMLIN"
A. B. C. Code.

TELEPHONE,
No. 32.

BOARD AND LODGING
FROM $4.00 PER DAY.
HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

ROOMS TO LET on 2ND and 3RD FLOORS, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
MANAGER.

Hongkong, 21st January, 1895. [235

LANE, CRAWFORD & CO.
SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR:—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
United Asbestos Co.'s HIGH GRADE packings and jointings for Triple-Expansion Engines.
PURE FRESH WATER SUPPLIED.

LANE, CRAWFORD & Co.

Hongkong, 30th January, 1895. TELEPHONE No. 97. [35

CENTRAL HOTEL,
SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—
"CENTRAL,"
SHANGHAI.

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager,

F. E. REILLY,
PROPRIETOR.

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HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1891. [713

DENTISTRY.

DR. I. SAKATA (from Japan), Mr. SUH HANG, DENTAL SURGEONS, 72, QUEEN'S ROAD CENTRAL. First Class Dentistry and Medicine Free. Consultation Free.

Hongkong, 9th April, 1894. [55

Intimations.

IN THE MATTER OF ROBERT FRASER-SMITH, DECEASED.

PERSONS INDEBTED to the above ESTATE will oblige by PAYING the AMOUNTS DUE to the SHROFF of *THE HONGKONG TELEGRAPH.*

C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

Hongkong, 25th February, 1895. [290

NOTICE.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

IN accordance with the Provision of No. 19 of the Articles of Association the General Manager have This Day DECLARED an INTERIM DIVIDEND at the Rate of 5 PER CENT. for the Half-year ending 31st December, 1894 on the PAID-UP CAPITAL of the COMPANY.

DIVIDEND WARRANTS Payable on WEDNESDAY, 6th instant, will be issued to SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 6th instant, both days inclusive,

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 2nd March, 1895 [312

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE.

TENDERS for (2,551) THREE THOUSAND FIVE HUNDRED AND FIFTY-ONE FULLY PAID-UP SHARES the UNALLOTTED PORTION of the SHARE CAPITAL of the COMPANY are INVITED by the DIRECTORS, to be sent in on or before NOON of the 15th day of March instant, to the Undersigned at No. 9, Praya Central. The following conditions to be observed.

1.—The Tenders to be made upon forms which may be had on application, and must be addressed "TENDER FOR SHARES."
2.—The Tenders may be for all or part of the above number of Shares, and must be accompanied by a payment of 25 per cent. of the amount tendered.
3.—In case of Registered Shareholders and Non-shareholders tendering on equal terms, Shareholders will have the preference.
4.—Payment in Full to be made at my Office within 24 hours after notice of Allotment has been given, otherwise the Allotment may be cancelled.
5.—The Tenders will be OPENED at 4 o'clock P.M. on FRIDAY, the 15th instant, in the presence of the GENERAL MANAGER and BOARD, and Letters of Allotment will thereupon be issued.

By Order,
H. HUTTON POTTS,
Secretary.

Hongkong, 1st March, 1895. [307

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April 1893 [402

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1894. [29

FLOUR.

IF YOU WANT GOOD BREAD
USE



AND TAKE NO OTHER

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FOKIEN,"

Captain Davis, will be despatched for the above Port TO-MORROW, the 5th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 4th March, 1895. [308

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MACDUFF,"

Captain Thomson, will be despatched as above on or about WEDNESDAY, the 6th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 27th February, 1895. [305

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above Port on or about the 9th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd February, 1895. [44

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH also CAPE TOWN.)

THE Company's Steamship

"VINDOBONA,"

Captain P. Mersa, will be despatched as above on or about SATURDAY, the 9th instant.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,
Agents.

Hongkong, 2nd March, 1895. [312

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L.I.I. American Ship

"TILLIE E. STARBUCK,"

Curtis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 16th January, 1895. [111

FOR SAN FRANCISCO.

THE 100 A. 1. British Ship

"QUEEN MARGARET,"

Faulkner, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 28th February, 1895. [302

For Sale.

FOR SALE.

A GOOD BARGAIN.

ONE PRINTING MACHINE, ONE CUTTING MACHINE and ONE PRESS-NUMBER MACHINE with the latest improvements. All the Machines are quite new.

Apply to
A. MANN,
PRINTER,
Amoy.

Amoy, 15th February, 1895. [268

FOR SALE OR HIRE.

THE DWELLING HOUSE on MAMOI HILL, PAGODA ANCHORAGE, lately occupied by Captain SAUNDERS.

Immediate Possession can be taken.

For further particulars apply to
CAPTAIN J. C. SAUNDERS,
Amoy,
or
BROCKETT & Co.,
Foochow.

Amoy, 2nd February, 1895. [219

THE FREDERICKSBURG BREWERY'S

PALE ALE,

Is undoubtedly the Best and Cheapest ALE offered for Sale in Hongkong.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.

Hongkong, 13th February, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
18, Queen's Road,

Hongkong, 29th August, 1894. [24

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY.

COLDS IN THE HEAD, &c.

BURROUGHS, WELLCOME & Co.'s

PINOL EUCALYPTIA INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price$1.25.

EUCALYPTUS OIL.

A STANDARD REMEDY FOR COLDS.

Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles$1.00 and 50 Cents.

DAKIN, CRUICKSHANK & Co., Ld.,

VICTORIA DISPENSARY.

Hongkong, 19th January, 1895. [27

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT:—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY:—Excellent dinner and after dinner Wines, of very superior vintage. All are true Xeres Wines.

CLARET:—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY:—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY:—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1895. [5

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 4, 1895.

BLACK PLAGUE RECORDS.

THE TAI-PING-SHAN ARBITRATION AWARDS.

In our next issue we shall publish a complete list of the Tai-ping-shan awards, referred to by Mr. E. J. ACKROYD in his remarks at the formal closing of the Tai-ping-shan Arbitration Board, and which were published in our issue of Saturday, the 2nd instant. The exact costs being in many cases still undetermined, we omit all mention of them for the present. It will be seen that the Board and the Government have directly and indirectly considered realty covered by more than 429 houses, representing an aggregate value, as claimed by the owners, of $1,016,452, and for which the Government offered $683,568, but for which the Board and the Government have now awarded $763,097, exclusive of costs. This list of claims should be of great interest to all students of the history of the plague and to all concerned in values of local real estate, for it will be a valuable reference as an reliable standard to go by in respect to the growth of the city of Victoria by which in the future the fluctuating values of large sections of densely populated portions of the city may be gauged.

Such an extensive and complicated arbitration as this has been is of very rare occurrence and the problems solved in its course by attorneys, Government officials and the Board constitute a record and will certainly be of great assistance to other communities should they, perchance, find themselves in similar straits; although it is to be hoped that no other great city will experience a like misfortune, produced by equally distressing causes. So far as we can see the Government and the Board seem to have laboured wisely, patiently, continuously and successfully with the gigantic task before them, for which the whole community is no doubt deeply grateful; and above all we think that the greatest thanks, sympathy and praise should be given to the Attorney General and to Mr. COOPER and his department: for they alone, practically, being obliged to provide voluminous facts, on which the Government contested many cases, and which enabled it to compromise $119,497 of claims, or nearly as many as the $443,600 represented that the Board had to pass on formally. They also prevented the Board from being imposed on or misled and both together, the Board and Government officials, reduced the claims from $1,016,452 to $763,497—a saving of about one quarter of a million of dollars! This is a most excellent showing on the face of it; and, without the firmness and general efficiency displayed by the Government's representatives and by the Board; and, without the repeated warnings given that excessive claims would be sternly dealt with, no doubt the claims would have amounted to a fabulous sum in the aggregate.

It is safe to assume that these officers, after all their considerateness towards property owners, have saved the city at least $300,000; and many of these property holders, who might have had their property confiscated and have been otherwise dealt with are noteworthy object lessons in the sacrifices a British community has made to adjust a misfortune in the way most near to its exalted sense of individual rights in property. They receive, although more or less direct instruments in bringing down upon this community a most terrible and disastrous calamity, the end of which no man can yet foresee, a present of no less than $763,097, in place of possible confiscation, and still some of them are said to be discontented! Unquestionably the British are an indulgent long-suffering race with ideals, we fear, too far beyond the ordinary conception of this unsympathetic, conscienceless, ultra-material world of woes. However, whether it has cost too much or not, we congratulate the ratepayers on the completion of the first step in the solution of the vexed questions wrapped up in the fate of the "Forbidden City" that have been hovering over us for months past like a pall or bird of ill-omen, and it is now to be hoped that the proper path has been chosen and that the demolition will begin as soon as possible and, phœnix-like, purified by fire, if necessary, and certainly with abundance of water, lime wash, carbolic acid, cement flooring, proper ventilation and drains, Tai-ping-shan will rise redeemed from her ashes, unspeakable filth and corruption and be bailed as a useful adjunct of a great city or, speaking figuratively, become a worthy handmaid of the picturesque and prosperous Queen-city of the Orient.

TELEGRAMS.

THE ORIENTAL WAR.

LONDON, March 4th.

On the afternoon of Sunday (24th ultimo?) thirteen thousand Chinese attacked the Japanese at Hai-cheng and were repulsed after severe fighting and the loss of 2000 killed. The Japanese loss was 270.

THE ANGLO-AUSTRALIAN CRICKET MATCHES.

In the final match between Stoddart's and the mixed Australian elevens the latter scored 414 in their first innings.

OBITUARY.

Ex-Khedive Ismail is dead.

RUSSIA.

The Czar is suffering from an attack of influenza and a sore throat.

Serious riots have occurred at St. Petersburg. Cossacks were called out to disperse the rioters and many of the rioters (students) were seriously injured. The riots are semi-political, favouring liberalism.

THE PEACE NEGOTIATIONS.

Negotiations relative to the powers and credentials of the Chinese Envoys are proceeding favourably. It is proposed that the Envoys first meet at Shimonoseki, and if their powers to negotiate are approved of, afterwards transfer negotiations to Hiroshima.

THE MARCH ON MOUKDEN.

The Japanese are advancing in Manchuria and forcing the Chinese to retreat northward.

(From *Le Courrier d' Haiphong.*)

PACIFIC UTTERANCES.

PARIS, February 22nd.

In a speech at Paris Lord Dufferin said that the relations between France and England were never more amicable than at present and that time would bring a solution of the questions relating to Africa.

THE TRAITOR DREYFUS.

February 24th.

Ex-Captain Dreyfus has left for Guyane.

(From *El Comercio*)

THE BOUNTY ON BEET SUGAR.

MADRID, February 22nd.

The German Parliament is discussing a Bill providing for the granting of new bounties on the export of beet sugar.

(Special to the *Japan Mail.*)

THE CAPTURED CHINESE WARSHIPS.

HIROSHIMA, February 22nd.

It is stated that the captured Chinese vessels *Ting-yuen, Kwang-ping, Chen-yuen, Chen-chung*, and *Chen-poh* require more or less repairs, and an official report has been received to the effect that they left a certain place to-day for Sasebo (Japan).

SHANHAIKWAN.

The report that Li Hung-chang has been openly charged with traitorous intentions is supposed to be false. The Viceroy is still in favour of continuing the war, and he urges that if defended properly Shanhaikwan would hold out for a year.

CHINESE PRISONERS.

SASEBO, February 22nd.

Some 80 wounded Chinese prisoners reached here last night by the *Saikio Maru*.

THE PEACE MISSION.

SHANGHAI February 22nd.

The Emperor of China ordered Prince Kung on Tuesday to proceed to Japan to sue for peace. Li Hung-chang is to accompany the Prince. Both these Peace Envoys hold equal credentials.

THE FORMOSA SCARE.

HIROSHIMA, February 22nd.

A Nagasaki telegram states that a rumour is current to the effect that six war-ships belonging to the Chinese Southern Squadron, which have been staying at Tamsui, Formosa, effected their escape towards the west early on the morning of the 20th inst.

(Special to *North-China Daily News.*)

THE SPY MANIA.

TAINANFU, February 24th

The military authorities here have captured a man supposed to be connected with a band of Japanese emissaries who are believed to have caused the recent disastrous explosion at the Ch'ik'ou forts. The loss of life is estimated at a little over 200, but the destruction of the arms and ammunition stored up in the forts is said to amount to a very large sum.

LI HUNG-CHANG IN AUDIENCE.

PEKING, February 25th.

The Viceroy, Li Hung-chang, has had audience twice with his Majesty in the Grand Council Chamber since arriving at the capital, and several interviews with the Empress-Dowager of an unceremonious nature, in which the Emperor also took part. Conversation was strictly private, all eunuchs and ladies-in-waiting upon her Majesty being ordered to keep out of hearing. The outcome of these interviews, however, will be made apparent within a few days.

THE FORMOSA SCARE.

TAMSUI, February 26th.

The high authorities here evidently expect the island to be attacked by the Japanese in the near future, and have been busy making efficient preparations for receiving the enemy ever since the news of the sighting of a Japanese squadron in the Formosa Channel. Although the garrisons at Kelung and Huwei, with the large covering force in the neighbouring hills, seem to be quite sufficient to give a good account of themselves if called on to do so, Governor T'ang has decided to reinforce the troops there with several more regiments. An inspection was made the other day to select the men that are to be sent to Kelung.

A RUSE.

TSINGCHOU, February 26th.

News has been received from Chefoo that the Japanese at Ninghai have ordered all the inhabitants of that department, within a radius of twenty miles, to evacuate the vicinity so as to make way for a very large force of the enemy shortly expected to land at Ninghai. There is apprehension that the enemy may probably intend this new force for the nearest route to the Grand Canal.

A MULTITUDE OF ADVISERS.

PEKING, February 26th.

So far five out of the eight Viceroys; seven out of the sixteen Governors; six out of twenty-one Treasurers; and three out of the twenty Judges of China Proper, including Formosa and Kashgasaria, have already sent in their memorials upon the present crisis. More than two-thirds of the memorials advocate peace if Japan desires an indemnity only, however large the amount may be, but declare for war to the bitter end if the enemy desires to keep any of the conquered territory, on the ground that the Emperor's prerogative did not include the giving away of land obtained by his ancestors at the cost of so much bloodshed. Several Manchu Tartar-Generals and two or three of the Provincial Commanders-in-Chief have also telegraphed their ideas on the subject, but what they suggest is not yet known.

LATE TELEGRAMS.

LONDON, February 9th.

It has been arranged that Mr. Chamberlain will move an Opposition amendment deprecating the time of Parliament being occupied in discussing measures without any prospect of passing them, and demanding an immediate submission of a resolution dealing with the House of Lords.

February 10th.

The Egyptian Budget Statement has been published. It reports the revenue for the past year exceeded the expenditure by £790,000 Egyptian. The surplus for 1895 is estimated £660,000 Egyptian.

February 11th.

The Opium Commission held daily sittings throughout last week, and expect to complete the revision of their report by next Friday.

BOMBAY, February 11th

The flagship *Benaventure* whilst at practice twelves miles out from the Prongs Light at the entrance of Bombay harbour lost a Whitehead torpedo and is now offering a reward of Rs. 180 to anyone finding and returning it.

LONDON, February 12th.

The Secretary of State for India, replying to a question, said he believed the report of the Opium Commission would be presented to Parliament before Easter.

February 13th.

The Distinguished Service Order has been conferred on Major Pressgrave for operations against the Chins; and on Lieutenant East for services in Mirangai Aber.

Last night Mr. Dadabhai Naoroji moved an amendment to the Address in favour of Great Britain bearing a fair proportion of the cost of employment of Europeans in India, and also of the military and political operations in cases where Imperial interests were concerned.

The Secretary of State for India admitted the serious difficulties that exist between the exchequers of India and England regarding the proportion of the expenditure to be borne by each. The Government was desirous of a full and complete inquiry being held, but the form in which it should be undertaken had not yet been decided. Mr. Fowler thought perhaps the best method would be to appoint a small Royal Commission.

The amendment was then withdrawn.

The Lord Mayor and Sheriffs of Dublin presented a petition at the Bar of the House of Commons in favour of releasing the Irish political prisoners.

A despatch received from Reuter's correspondent at Mojanga states that the Hovas have killed a French trader near the town and captured two other French subjects.

CAIRO, February 13th.

The assailants of the three marines belonging to the cruiser *Scout* were brought up before the Native Court at Alexandria and severe sentences were passed on three of the ringleaders.

LONDON, February 14th.

Mr. John Clancy, member for Dublin, last night, moved an amendment that a general amnesty should be granted to the dynamiters now undergoing imprisonment. The Government opposed the amendment; Mr. Arquith declaring that such crimes were too atrocious to be classed as political offences, and that the time for considering the question of any amnesty had not arrived. The debate was adjourned.

The whole of the Second Battalion of the Connaught Rangers have left Cyprus for Alexandria.

February 15th.

In the House of Lords last night a debate took place on Uganda. Lord Rosebery stated that the Government was prepared almost at any moment to commence the railway, but reserved the right to determine the time of beginning the railway or any portion of the line.

Lord Kimberley said he had every reason to believe the people were satisfied with the role of Colonel Colvile. The protectorate would not be extended, though it was necessary to occupy Unyoro.

The House of Commons last night rejected by 300 votes against 111 the amendment proposed by Mr. Clancy for granting an amnesty to the dynamiters.

Captain Ingles, formerly Japanese naval adviser, has been appointed Aide-de-Camp to the Queen.

LOCAL AND GENERAL.

BROADWOOD PIANOS at W. Robinson & Co.

WE regret having to again hold over several columns of interesting and original matter.

THIS afternoon the Sanitary Board considered new Bye-laws framed in accordance with section 13 of Ordinance 15 of 1894.

CAPT. J. INGLES, R.N., formerly Naval Adviser to the Japanese, has been appointed *aide-de-camp* to her Majesty the Queen.

THE returns of the number of visitors to the City Hall Museum for the week ended March 3rd, are:—Europeans, 155; Chinese, 1,800; total 1,955.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Caledonien*, with the next French mail, left Saigon for this port at 8 a.m. to-day.

COLLARD & COLLARD PIANOS at W. Robinson & Co.

THE British steamer *Asamor*, Capt. H. Nicholls, which arrived here yesterday from Singapore, reports passing a Chinese sampan, bottom up, 150 miles from Hongkong.

THE P. & O. S. N. Co.'s steamship *Ganges*, with the next English mail, left Singapore for this port at noon yesterday, and is expected here about noon on the 8th inst.

AN Emergency meeting of Zetland Lodge, No. 525, will be held in the Freemasons' Hall, Zetland Street, this evening, at 8 30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Douglas Steamship Company have, as will be seen by an advertisement in another column, declared an interim dividend at the rate of 5 per cent. for the half-year ending 31st December, 1894.

W. ROBINSON & Co., piano builders, tuners and repairers.

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., which left Hongkong for San Francisco, *via* Macao, Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 2nd inst.

ARTHUR GLEN, second engineer of the steamer *Fetlung*, was recently reported missing at Shanghai, and it is feared that he fell off the steamer's gangway ladder and was drowned in the swift-flowing Whangpoo River.

THE Ocean Co.'s steamer *Ulysses* on her way home from the Far East broke the tail end of her shaft on January 7th about forty-four miles north-east of Cape Ushent. She was ultimately picked up and towed into Falmouth by the *Sapphe*.

MRS. Bishop, who delivered a most interesting address on the ill-governed "Land of Morning Calm" at the City Hall this afternoon, will lecture on "A Journey through Western Tibet" at the Rooms of the "Odd Volumes" society at 5.30 to-morrow afternoon. Ladies are invited to attend.

NEW Comic Song and Dance Albums at W. Robinson & Co.

*** A VERY interesting, albeit touching, ceremony took place in the Chambers of our popular, conscientious and indefatigable Acting Chief Justice, Mr. E. J. Ackroyd to-day. Shortly after noon the officers of the court walked in to his study and Mr. A. G. Wise, Acting Puisne Judge, as spokesman, in a brief, but most graceful, appropriate and feeling address presented on behalf of the officers of the court a beautiful pearl-shell card receiver on an exquisite silver pedestal, on which is inscribed—"Presented to His Honour Mr. E.J. Ackroyd, on his retirement from the Government Service, by the officers of the Supreme Court of Hongkong; March, 1895." His Lordship, for a few minutes was fairly overcome and his voice choked with emotion, but he slowly recovered from his surprise and gained control of his feelings and said that this would ever be a most precious keepsake and was especially dear to him coming, as it did, from those who were so continually with him and so well able to judge him from a near and critical standpoint. During the thirty years of his service he had always been on excellent terms with his officers, for since they had all worked faithfully and peacefully, each doing his duty to the best of his ability, there was, indeed, little chance for much friction. He was deeply grateful for their good wishes and would go away bearing none but the pleasantest memories of them and of Hongkong generally, and he hoped their future would be peaceful and prosperous. There were at the presentation all those concerned in this thoughtful act of farewell courtesy:—His Honour Mr. Justice Wise and Messrs. C. F. A. Sangster, F. Hazelhad, R. F. Lammert, A. R. Madar, J. D. Ball, F. Howell, V. de Sales, A. Brown, J. M. Santos, C. J. Xavier, Li Hong Mi, Leung Chan and Mok Mun Cheung.

NEW piano repairing machinery, received by W. Robinson & Co.

THIS morning the tri-colour flag was hoisted over the new French consular offices, on Praya Central.

THE P. & O. S. N. Co.'s steamer *Siam*, from Bombay, left Singapore for this port at daylight yesterday.

THE steamer *Cathay* has been withdrawn from the Yokohama-Shanghai line, her place having been taken by the *Afghan*.

FULL stock of banjos, mandolines, guitars, accordions, strings and fittings of all kinds at W. Robinson & Co.

CAPTAIN SCHMIDT, of the German cruiser *Alexandrine*, has been presented by the Emperor of Japan with a decoration of the Third Class of the Order of the Rising Sun, and the *aide-de-camp* of His Highness the Duke Friedrich Wilhelm, has received the decoration of the Fifth Class of the same well known Order.

AN extraordinary general meeting of the Hongkong Cricket Club was held in the Cricket Pavilion at 5 o'clock this evening, to consider a proposal for the acquisition by the Cricket Club of the Racquet Court Club's courts and premises. On the motion of the Chairman, Mr. A. J. Leach, seconded by Mr. Shewan, the amalgamation was put to the vote and carried unanimously.

A DINNER will be given to-night at the Hongkong Club by the members of the Legal Profession of this Colony as a farewell compliment to his Honour Mr. E. J. Ackroyd, Acting Chief Justice, on his retirement from the Bench. The entire legal fraternity will be present, and it is expected that Commodore Boyes and Major General Digby Barker and other leading officials will accept invitations to take part in this important function.

A LETTER from Viscount Aoki to Lord Kimberley, dated July 18th, 1894, which appears in the Blue-book containing the correspondence in connection with the new Anglo-Japanese Treaty, conveys the gratification of the Japanese Government at the conclusion of the treaty, and lays stress on the fact that "The treaty opens to Japan a new era in her foreign relations, for it proclaims for the first time its full and legitimate reception into the fellowship of the nations. To Great Britain it signifies free access to the whole interior of the Japanese Empire on the usual terms of European international intercourse."

WE are glad to hear that the charge of culpable homicide recently brought against Mr. B. Morier, the late popular chief officer of the steamer *Memnon* and now of one of the Ocean Co.'s Bangkok-Singapore liners, fizzled in the Singapore Police Court on the 21st instant. The full charge against Mr. Morier was—Culpable homicide not amounting to murder in the case of the death of Hoo Sam at Bangkok on the 28th January; secondly, with committing a rash and negligent act. The accused had been arrested on the statement of one of the members of the ship's company and pleaded "not guilty." The magistrate heard the evidence, which was very weak, and also heard the accused himself, after which he dismissed the case. Mr. Fort appeared for the defence.

REFERRING to the death of Mr. J. M. F. da Costa, Inspector of Rice Exports, who succumbed to the effects of a malignant tumour on the neck at Bangkok on the 20th instant, the *Bangkok Times* says Mr. da Costa returned to Bangkok on the 14th ultimo from ten months leave, since which time he had been completely prostrated. He was an old resident, having come to Bangkok about 30 years ago. For a short period in 1869 he filled the office of Acting-Consul for Portugal, and in August 1870 was appointed Inspector of Rice Exports by the Siamese Government. In the same month he also received from His Majesty the title of Hluang Rachayasathok Nay Krom Soolasakarn, as a recognition of faithful services. The deceased gentleman was 59 years of age. The funeral took place on the 21st instant.

FIRE broke out at 6.40 p.m. on Saturday at 228, Queen's Road West, on the ground floor used as a tea shop. The police and firemen turned out promptly, but despite their efforts the fire spread to Nos. 226 and 230. In about two hours the blazing houses were completely gutted. The firemen played on the smouldering ruins till early on Sunday morning. The origin of the fire is stated to be, as usual, the upsetting of a kerosene lamp. The damage is estimated to be at least $10,000. No. 228 was insured for $4,000 with Messrs. Schellhass & Co., and the other houses for $2,000 each with Messrs. Siemssen & Co. At 7.15 last night another conflagration occurred, this time in a rattan dealer's shop in Li-sing Street, Queen's Road West. The place was literally burnt out, and damage to the extent of $4,000 was done, for which sum the premises were insured.

A MASONIC Ball given in the Public Hall, Yokohama, on the evening of the 22nd instant by the Masonic fraternity of Yokohama and Tokyo, was very largely attended. Over seven hundred and fifty invitations were issued, of which more than six hundred were accepted. The function is reported to have been "a huge success." The arrangements were in the hands of the following Committee and Stewards: R.W. D.G.M. Bro. W. H. Stone, President; Wor. Bros. C. D. Moss, and R. N. St. John, Vice Presidents; Wor. Bro. H. J. Sharp, Treasurer; Bro. H. I. Chope, M.C.; Wor. Bros. E. Flint Kilby, R. Home Cook, W. K. Burton, G. Booth, A. T. Watson, G. Hodges, Stuart Eldridge, T. E. Peatty, Fr. Reis; Bros. H. W. Lea, W. Tucker, E. P. Pallister, J. B. M. Barrett, S. E. Unite, S. Tuke, H. G. Parlett, E. L. James, W. S. Stone, and A. B. Brown, Secretary.

A FLOATING PALACE.

One of most magnificent ships that ever floated into this or any other harbour is the new representative of the North German Lloyd line, the *Prinz Heinrich*, now in port. She is truly as near perfection in marine ship-building as it is possible to imagine a ship to be, and, withal, she combines so much elegance and comfort that, in her entirety, she offers a study that a man could investigate for months and still be far from comprehending in all its details. She is massive and yet well proportioned, and in her pure white garb she presents to a connoisseur as many points of beauty as a beautiful woman or any other object of symmetry and grace. Everything about her represents the latest achievements in passenger steamship equipment; and she is far more luxurious in her appointments than most of the fine hotels of the world. She is sweet and clean, and in many respects fairly gorgeous without being gaudy or having aught in questionable taste. Everything is solid, serviceable, and elegant. Certainly, a person travelling in her could roam the world over in perfect serenity, fully satisfied that, while in other places he might have a little more space in his sleeping apartments, in almost every way he was living like a prince.

We congratulate the German Line on the addition of this noble and beautiful specimen of naval architecture. The second class cabins and furnishing are really exquisite, and their accommodations are better than in many the first class steamships of the world, not excepting even the "crack" Atlantic liners, and are dainty, and elegant enough for anyone but a "doode" or a spendthrift [illegible] money than brains.

We wish the German Line much popularity with this fine ship, and all we can say is that we hope their business will so prosper that they may afford to build more like the *Prinz Heinrich*. Any Company that can place such excellent steamers as these on their eastern service, deserves every encouragement; and we advise every traveller, before engaging passage elsewhere, to give these superb ships a visit. It is really an education to examine such a successful type of the highest modern engineering skill.

There was a large gathering of invited guests on the steamer to-day; really about all the *élite* of Hongkong seemed to be there; and while at tiffin were entertained by the ship's band with pleasant selections of music. His Excellency and his bright little son were also under the guidance of Captain Engelhart, viewing the entire ship and seemed very much pleased with its arrangements. With such attractive vessels coming to Far Eastern ports, travelling is now made so easy that, as soon as the present unpleasantness between our two neighbours, Japan and China is over, there should be quite a rush of tourists from all parts of the world.

This vessel sails for Europe on Friday, after the arrival of the *Nurnberg* from Japan.

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*CAN ANY ONE TELL US.**

Who was 'sat on' at the Cricket Club meeting to-day?

Where the subsidised Hongkong Reformatory is situated?

How many youths have been confined there since the Government decided to subsidise such a greatly needed institution?

How many criminals are manufactured in Hongkong, on an average, annually?

Just exactly why the Japanese captured Weihai-wei so easily?

Why "Brownie" pads the columns of the *China Mail* with nauseating "murmurs?"

Why *Daily Jest* is an admirable nickname for our weak-kneed morning contemporary?

Whether Li Hung-chang will *loose* by calling on his ancient enemies the Japs?

Whether an alliance between China, Japan and Korea will be the outcome of the "Chung Tang's" mission?

Whether an Oriental triple alliance would not be the best means of insuring the peace of the Far East?

Whether Li will succeed in coming to terms with the Japanese before Shan-hai-kwan falls and the invaders are within "coooee" of the city in which the alleged "Son of Heaven" sits on a tottering throne?

Who is really to blame for the Gap Rock Lighthouse fiasco?

And what "suggestions" the Government will make in respect to that monument of gross incompetency and reckless squandering of public funds?

Who will be the *belle* of them all at the Volunteer Corps' Ball?

Why the *China Mail* 'slates' the "Odd Volumes?"

Whether the *Hongkong Telegraph* will fetch anything like its true value when put up to auction by Mr. Armstrong on the 28th instant?

Why Mr. E. Jerome Dyer's special commercial mission to the Orient should not result in great benefit to Far Eastern importers and exporters alike?

Who will be the next "Vanisher?"

When that hideous relic of an evil past, the Debtors' Prison, will be done away with, once and for ever, in the British colony of Hongkong?

When the Jury system in Hongkong and other British Crown colonies will undergo a much-needed revision, resulting in less inconvenience to the general body of ratepayers and more all-round fair play?

Whether the reply of the Secretary of State for the Colonies to the recommendations of the Retrenchment Committee has yet been received by the local Government?

Whether several of the recommendations, if adopted, will not turn out rather expensive luxuries?

Whether Sir Fielding Clarke will ever return to the colony?

What our Colonial Secretary, Sir G. T. O'Brien, now thinks of his famous Half-crown Budget?

When the dollar will go up to three "bob?"

When the "last trump" will ring throughout the hills and dales of this wicked world and "death be swallowed up in victory?"

ARGUS.

* It is the intention of the Editor of the *Hongkong Telegraph* to publish in this form a list of questions once a week, any, every Saturday. The column is open to subscribers who feel inclined to forward contributions bearing on local affairs, and the only stipulations made are (a.) that the unsatisfactory state of the law of libel must be borne in mind; (b.) that the Editor reserves to himself the right to alter the wording of, if a question is unnecessarily offensive, reject any communications forwarded to

The Editor of the
QUERY COLUMN,
"Hongkong Telegraph" Office,
Hongkong.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr E. J. Ackroyd, Acting Chief Justice.)

March 1st.

Darmanaden Prouchandy, Plaintiff,
and
Chee Wo & Co., Chan Chee, Pang Ling, The Kwong Tak Hing Wo Kee Firm, Chan Wai Hing, and Pang Fuk Ming, Defendants.

The plaintiff was represented by Mr. A. J. Leach, Q.C. and Mr. E. S. Sharp, instructed by Mr. J. Hastings (of Mr. V. H. Deacon's office); the defendants were represented by Mr. J. J. Francis, Q.C., instructed by Mr. F. B. L. Bowley (of Mr. H. L. Dennys' office).

His Lordship in giving judgment in the above case said—This is a suit entered by Darmanaden Prouchandy, a merchant of Saigon, against Chee Wo & Co., of Wing Lok Street, merchant, Chan Chee and Pang Ling, partners of that firm, The Kwong Tak Hing Wo Kee firm, shipbuilders, Chan Wai Hing, a partner in that firm, and Pang Fuk Ming, a merchant, for the non-performance of a contract dated the 26th day of January, 1894, made between Messrs. Chee Wo & Co. of the one part and the said plaintiff of the other part, whereby the said Chee Wo & Co. agreed to build and deliver in Hongkong harbour three steamers, viz.:—

1. One steamer, as per specification of details to the said contract attached, for the sum of dollars eighteen thousand three hundred. $ 18,300.00
2. One small steamer, as per specification of details aforesaid for the sum of dollars four thousand two hundred 4,200.00

3. One [illegible] steamer, as per specification of details aforesaid, for the sum of dollars four thousand 4,000.00

$26,500.00

Agreed for the said three steamers twenty-six thousand five hundred dollars Hongkong currency. The said D. Prouchandy was to take delivery of the three (3) steamers when completed and after satisfactory trial with all necessaries mentioned in these specifications; the speed of the first steamer must be 10 knots and of the two launches not less than 8 knots. The payments to be in the following manner:—

First $ 7,575.00 on signing the agreement.

Second $ 5,575.00 two months and a half after signing agreement.

Third $13,350.00 on delivery of the steamers.

$26,500.00

The said three steamers to be completed and ready for sea within five (5) calendar months from the 15th January to 15th June, 1894. Twenty-five dollars (25) for each day's detention over the time said after 15th June, 1894, when all trials must be completed or accepted. Any alteration or deviation from the terms of the specification required by D. Prouchandy's representative or arrestation of the work by force major to nullify this clause, but the matter must be given by writing. The due performance of the said agreement by the defendants Chee Wo & Co. was guaranteed at the foot thereof by the defendants the said Kwong Tak Hing Wo Kee firm, Chin Wai Hing, and Pang Fuk Ming. The said respective specifications referred to in the said agreement are thereto annexed, and provide (*inter alia*) that as regards the first or larger steamer the draft thereof should be six feet with 1,700 piculs and bunker coal on board, and that her speed on trial should be 10 knots an hour, and that as regards the second and third or small steamers that they should be built and completed concurrently with the first or larger steamer, so that they could proceed in company to their destination. The said suit has been withdrawn as regards the said Pang Fuk Ming. The plaintiff alleges that at the time of entering into the said contract the defendants Chee Wo & Co. had been informed by the plaintiff and well knew that the said steamers were intended for use upon a shallow river, and that the specified draft should not be exceeded. That the said steamers were not constructed and delivered on the 15th day of June aforesaid, and were never constructed and completed in accordance with the said agreement. That at the trial trips the big launch did not attain 10 knots an hour, and one of the smaller steamers did not attain 8 knots an hour. That the large launch with 1,700 piculs aboard drew more than 6 feet, and is useless for the purpose for which it was intended. That all the steamers are of inferior workmanship and badly constructed, and they have annexed to their petition the particulars of the said defects. And they claim:—1st—That the defendants or some or one of them may be ordered to pay to the plaintiff the sum of $28,742.75 [illegible] with interest thereon or on so much [illegible] as to the Court may seem fit, from the date of the writ of summons herein until payment at the rate of 7 per cent. per annum—2nd—That all necessary accounts and enquiries may be taken and made. 3rd—That the defendants may be ordered to pay to the plaintiff all costs of suit. And that the plaintiff may have such further or other relief in the premises as to the Court may seem meet. The defendants, after denying that there is any partnership or firm in existence of the name Chee Wo & Co. and other matters referred to in the first clause, admit the contract. They deny the statement that they were informed of the character of the river on which the boats were to be used, or that they were to be used on a river. They admit that the steamers were not ready for delivery by the 15th day of June. They state they were completed and ready for delivery on the 28th of August last, and say they were prevented from completing the steamers in time owing to the prevalence of the plague, and the impossibility of obtaining workmen and engineers. The defendants deny the statement that the steamers were not built in accordance with the specifications, that they did not attain the guaranteed speed of 10 knots, and one of the smaller ones did not attain the guaranteed speed of 8 knots. They deny the statement that the larger steamer with 1,700 piculs of cargo and bunker coal drew upwards of six feet of water, and that she was useless for the purpose aforesaid. From this petition and answer the questions at issue appear to me to be:—1—Was the said Chan Chee informed at the time that the large steamer was intended for shallow rivers, and that the specified draft was not to be exceeded. 2—Is it exceeded? 3—Have the steamers attained the guaranteed speed after a satisfactory trial trip? 4—Whether they are built according to the specification? 5—Was the said defendant prevented by the plague from constructing the said steamers? 6—Were the said steamers built according to the specifications? I will deal with the minor points first. The specifications are very vague; for instance, they state that "all through fastenings of Muntz metal," without stating positively that the launch is to be through fastened throughout. Captain Burnie says she does not answer to that requirement, because the planking is fastened with spikes. This is, he says, a matter of great importance. The vessel is stronger with through fastenings, while with spike fastenings she is likely to open out. She showed signs of weakness of construction, as there was considerable wrinkling of the sheathing on the large launch; to strip her, re-fasten, and re-copper her would cost $2,000. That the launch is built much the same as other Chinese launches. She is fastened the same way as an ordinary Chinese built boat, except that she is single fastened in the keelson and stringer, and the ordinary Chinese built boat is double fastened. Captain Anderson says that her stringers are through fastened. The keelson is fastened with metal bolts. The stringers are all through fastened. She is similar in all respects to the ordinary run of Chinese built boats. He thinks she is as well and strongly built as Chinese built launches. They usually put through bolts through every second floor; he cannot speak as to the number of bolts, but he thinks she is so bolted; she is not structurally defective for river work.

Mr. Francis—His opinion was that it was bolted through in every timber, my lord.

His Lordship—Afterwards he said in cross-examination that he had not been able to ratify that statement; it was merely what he was told.

His Lordship (continuing)—If she was through fastened she would cost about $25,000. He understood she was going to the Mekong river; he judged she was to be used on a river. He does not think she could proceed to Saigon during the north-east monsoon, and he would not recommend her for insurance. He also speaks of the want of some stanchions and of a wooden crossbeam in front of the boiler, which prevents the door of the boiler opening as it should. He says that it would be unsafe to remove this beam, but that the door could be easily otherwise suspended. I do not gather from the specifications that she was to be through fastened throughout, and after considering the evidence of Captain Burnie and Captain Anderson I am of opinion that although the vessel is not first class workmanship, the large launch, barring certain small defects and omissions, is built to comply substantially with the specifications. With regard to speed, the evidence of Mr. Johnston shows that on the first trial trip, the large launch averaged only 9.75, and that the result of the trial trip was not according to the specification. Chan Chee had further trials made under the superintendence of Mr. Kinghorn on the 27th September. She went only 9.30, but on examining the engines, some little defect was discovered, and this being put right another trial was made on the 3rd October, when a speed of 10.16 was attained. It appears no notice was given to the plaintiff of this trial, and although Mr. Kinghorn says that all the conditions of the specifications are satisfied, I am of opinion that notice should have been given to the plaintiff of this further trial. I find on the evidence that the defendants and Hip Tai Loong have not satisfactorily proved to me that it was impossible for them to procure more workmen, or that they were delayed solely by the plague I now come to the chief point in dispute, which is, was the defendant informed that a certain depth of water was not to be exceeded? Was this specially brought to his notice? First we have the evidence of the contract itself, which fixes the depth at six feet. Then there is the evidence of Captain Lawrence and Demee. With respect to Captain Lawrence's evidence it has been sought to throw complete discredit on it by stating that he could not possibly have done all that he says he did, nor been present at the interviews stated on account of the short stay in this harbour of his vessel the *Tatchow*. He stated in his evidence that he was in harbour for 10 or 11 days, whilst the official evidence from the Harbour Office shows that she arrived here on the and cleared on the ; that her stay being so short his duties on board ship could not possibly have permitted his being on shore so often. Leaving out of consideration for the moment the direct evidence, let us see what are the probabilities. The contract describes Mr. Prouchandy as of Saigon, and provides for a maximum draft of water. Captain Anderson speaks of the vessel being built for river work and structurally fit for river. Chan Chee in his evidence states he did not know where Prouchandy came from nor did he tell him what the launches were wanted for. There is another fact to be noticed. Chan Chee says that he knew Prouchandy in August or September, 1893, that he wanted to buy a steam-launch and came to his shop. He wanted to buy the *Chu Kam* steamer. She was in Macao. Her dimensions were 120 or 130 feet long, 18 feet beam, and draft 7 feet. He went to Macao and examined, but did not buy, because the price asked was too high—$26,000. He made no lower offer and there was no bargain. He gave no other reason, and he. Chan Chee, did not know what Prouchandy wanted the launch for. Prouchandy was not asked about his reasons for not purchasing this launch, but in answer to a question from me Demee, who went over to Macao with Prouchandy and Chan Chee, says that the reason she was rejected was that she drew too much water. Captain Lawrence says that the boat at Macao was rejected because she drew too much water and that Chan Chee knew this. This seems more probable than Chan Chee's account that the boat was at once rejected because the price was too high without there being any bargain or any attempt to come to terms by the parties, one of whom wanted to buy a launch and the other to sell; and if she was rejected because she drew too much water, is it not probable that Chan Chee knew it, and when he came to build a launch expressly for the plaintiff his attention would have been drawn to this requirement and explanations given to him why this condition was inserted in the contract. Now, what is the direct evidence on this point. Ernest Herbert Lawrence said he is a master mariner, holding a London certificate. He is chief officer of the *Pasig*. He speaks a little French. He has known Prouchandy since July or August, 1893, and has known Chan Chee about a year and a half. After speaking of certain plans which he had prepared for the big launch, he says it was principally on account of the purposes for which the launches were intended that he was with Prouchandy. He discussed the plans with Chan Chee at the Victoria Hotel and once at the Windsor. He had several conversations with Chan Chee before the specifications were made. He explained to Chan Chee that the launches were required for going on shallow rivers and to go against strong currents. He explained to him about the draft. He asked Chan Chee for five feet, if possible, but not to exceed six feet, fully loaded with passengers and cargo. That was told to him on two occasions. That he perfectly remembered. He told him the launches were required on the rapids in the rivers of Cambodia. Chan Chee told him he could build them with the desired speed and draft, and he fully understood what was required. He (Lawrence) had nothing to do with preparing the specifications or the contract. In cross-examination he said that the draft was a particular with all, and that Prouchandy asked him to explain to Chan Chee what was wanted. Alfred Constance B. Demee, who was formerly a clerk in the French Consulate, was also called as a witness. He speaks English, French, and Chinese. He was employed as interpreter to Prouchandy in August, 1893, and again in January, 1894. He says he acted as interpreter throughout these negociations. Captain Lawrence was present on two occasions when he was there. He explained to Chan Chee the nature of the boats in presence of Captain Lawrence. This was about the third interview. He told Chan Chee that the boat was to be 120 feet long, by 18 or 19 feet beam, and have a draft not exceeding six feet. He told him who Prouchandy was, and that the boat was to go on the rapids of the Cambodian river. The boat was to have speed enough to go up the rapids, to draw little water, and to be delivered at a certain time. The draft was to be five feet. He told him this, and it was repeated by Captain Lawrence on two or three occasions. The speed and draft were mentioned in the presence of Captain Lawrence. Chan Chee said he could undertake what he had to do. He (Demee) was not employed by Prouchandy on the 15th January. He had a dispute with him about a third party, and after the dispute he worked no longer with him, and has not been friendly with Prouchandy since. He said in answer to me that he went to see a steamer of Chan Chee at Macao. That steamer was too big. She drew too much water. The defendant Chan Chee says that Prouchandy did not tell him what the launches were wanted for. He did not know where Prouchandy came from. He did not give any particulars as to speed or draft, and no plans or drawings, but that later on he made a plan and took it to Prouchandy. He again repeated that nothing was said about what the launches were wanted for and nothing was said as to draft or speed. He then said an agreement and specification were given to him. His accountant read over and explained them to him. He knew then what the draft and speed was. He never spoke to Lawrence. Lawrence was never there at any time when he was speaking to Prouchandy. No one ever told him where Prouchandy came from, what he did, and what he wanted the boats for. The plaintiff, after discussing the rivers or branches of rivers on which he intended to employ these steamers and the depths of water at various periods of the year, says that he had Chan Chee constantly coming to him after he had broken off with Fenwick, and that he gave instructions to Lawrence and Demee in order that they should transmit them to Chan Chee; that when the big launch was completed he refused to take delivery of her, because she drew too much water. She had not the required speed, and the hull was not duly fastened. That if he had been able to make use of the boat, he would have taken delivery of her. He said that he left it to Chan Chee and Demee to arrange everything. They prepared the specifications. If this evidence is to be believed there can be no doubt that Chan Chee was informed of the service for which this launch was required and of the necessity there was that she should not draw over a certain depth. As I have already remarked, the probabilities are that he was so informed. It is not likely that he would have entered into this contract with a stranger without knowing who he was, where he came from, his business, and what, if any, were the risks he ran as to the payment of the price of the launch. It is also difficult to believe that the steam launch at Macao was rejected solely on account of the price demanded. The evidence both of Captain Lawrence and Demee on this point was given in answer to questions put by me, and I do not think that they could have prearranged what they were going to say. There is no doubt the boats were wanted for river service; what more natural, then, than that a limited depth of water being only available Chan Chee should have been warned why this requirement was inserted in the contract for the large steamer. But what grounds are there for rejecting the evidence of Lawrence and Demee on this point. Why should Lawrence perjure himself? Some doubt may be thrown on his evidence from the fact he was only a short time here and must have had his duties to attend to on board his ship, but we do not know if they took up all his time and the only benefit he was going to derive from the contract was that he was going to take the vessel to Saigon; and as to Demee's evidence I see no reason to doubt it, nor is any alleged why I should reject it. He was employed as a clerk in the French Consulate and when Prouchandy wanted an interpreter he was recommended by the Consul. And he acted till the 14th January, when he had some quarrel with Prouchandy and left him. Mr. Francis contends that even if every word that Lawrence and Demee say is true there was not even then sufficient to impress on Chan Chee's mind the all importance of the question of draft; that having completed his vessel according to the dimensions given he has substantially completed his contract. He says the question of draft is a question of beam, but no evidence has been given on this point. Draft may be a question of lines. The specification says that the draft on the 1,700 piculs and bunker coal is to be six feet. That I am of opinion means that with the 1,700 piculs on board and otherwise completely ready for steaming she is to draw six feet. Therefore she should have a certain amount of coal on board, water in the boiler sufficient for working, and her anchors and chains on board. The report shows her draft to be as follows:—Much has been said and a good deal of evidence given as to what was the contract originally entered into between Prouchandy and Chan Chee. Was it for the large steam launch and one small one, or was it the contract which is now sued on? The plaintiffs and Demee both say the present contract was the only one entered into between the parties, whilst the defendant contends that there was at first a contract for the one large steam launch and for one small one only and that such a contract was actually signed before the French Consul; that afterwards the plaintiff wanted another launch; the contract or contracts were detached from the specifications and destroyed, and a new one signed in Marty's office. Both parties seem very positive on the point, but I do not see what difference it would make or what interest either party could have in not stating what was the truth on this point. I believe neither party can read English, and it is therefore probable that one or perhaps both are labouring under some mistake on this question. I cannot see why Prouchandy should deny it if there were two contracts, nor why Chan Chee should not contend there were, as it makes no difference to either of them. And also the same may be said of the plan. No plan is mentioned in the specification; if Lawrence had prepared a plan and Chan Chee had built according to it, and the boat did not then fulfil the conditions, this fact would, if Chan Chee had accepted the plan, have greatly exculpated Chan Chee. I find therefore that Chan Chee was informed for what purpose the boat was required and was told that the specified depth should not be exceeded. The plaintiff in his evidence has fully described his business, the river on which the steamer was intended to ply, and how he intended to employ her, and has sworn that as she draws so much more than six feet, she is useless. No evidence has been called to contradict this. It has been proved that instead of carrying 1,700 piculs on a six feet draft she will carry only about two thirds of that. The question is, then, can I oblige the plaintiff to accept the launch by awarding him as damages such a sum as would compensate him for this loss of freight? I am of opinion that the proportion of loss is so great that it is most probable that to run the launch only two-thirds full would be to do so continually at a loss; therefore the plaintiff would be forced to discontinue trading with her. I am of opinion that the large launch does not fulfil the requirements of the contract and that the plaintiff should not be forced to take her. I have now to consider whether the contract is a divisible one or not. That is a question difficult to decide. The contract provides for the building of three steamers for three separate prices, which are set out. The payments are not proportioned to these prices, but are to be made on the total price. The three steamers are to be completed and ready for sea by a certain date, and there is one penalty of $25 per day. Suppose that instead of the large launch not being acceptable, the fault was with the two small ones, and that without them the large one would be useless, as having no feeders on the branch lines, would it be reasonable, when plaintiffs had contracted for three, to make him take one. And Prouchandy was to take delivery of the three when completed and after satisfactory trials—and only one penalty is provided. I hold, therefore, that the contract was not divisible, and that Prouchandy cannot be called upon to take delivery of the two smaller ones without the large one. The judgment of the Court is that the large launch does not fulfil the specifications of the contract; that she is not fit for the service intended, and that the plaintiff has the right to repudiate the whole contract. The defendants are condemned to pay back the sum of $19,150 received by the plaintiff, with interest at the rate of 7 per cent. per annum from the date of judgment up to this day. The sum of $44.40 should be allowed if proved. There is nothing in the contract about paying for superintendence and therefore that item is disallowed, but as I have not heard the parties I will refer that item and also the charges for the report and survey of Captain Burnie, Mr. Johnston and Captain Cleodsko, and for the telegrams, to the Registrar, although I should have thought that instead of being claimed in this manner they might have been included in the bill of costs. As for the sum of $520 charged for two bills of Prouchandy, I have heard no argument or evidence on the point and therefore that also will be referred to the Registrar to decide not only the amount but whether the sum should be allowed at all. I disallow the sum of $6,000 claimed for loss of profits. Costs to follow the event. This is the judgment of the Court and what follows therefore forms no part of it. I am going to make a remark which I have no doubt is very unusual for a Judge to make. I have no doubt this judgment will satisfy neither party, but I think both ought to be satisfied with it, because both are to blame for the position in which they are placed, Prouchandy for having signed and accepted such a contract without having any advice. He should have placed himself in the hands of a reliable firm and sought professional and independent advice, and if he speaks the truth when he says that the large launch is useless he should consider himself very fortunate in not being obliged to take her, even if he has not obtained all that he asked for. Chan Chee is to blame because the large launch does not fulfil the conditions of the contract as to draft, for the delay which took place, the defective cross-beam, and other details, and for the unsatisfactory trials, and for not calling upon Prouchandy to be present at the subsequent one. If the launches are as good as he says they are he should be able to sell them with less loss than if I had obliged the plaintiff to take them and allowed him the penalty of $25 per diem up to-day with a reduction in the price of the large launch to compensate for the loss of cargo by the extra draft.

His Lordship—There is another question of costs in regard to one of the defendants in the suit which was withdrawn.

Mr. Francis—Yes, my lord.

His Lordship—Do you apply for costs.

Mr. Francis—Yes, my lord. I should ask for his costs and I also ask your lordship to decide the minor points at once in order to save parties expense and loss of time.

His Lordship—It is very possible you may agree about the sand ballast. I think all the costs necessary for the trial should be paid by the defendants.

Mr. Francis—That was not specified in the contract, it was not specified who was to make the trial.

His Lordship—Would it not be better to discuss that before the Registrar?

Mr. Francis—The amounts at stake are so small and are not really worth the trouble and expense of going before the Registrar, especially considering the amount of time that has already been spent over the case. Your lordship has disposed of the principal items.

His Lordship—Yes.

Mr. Francis—Captain Burnie's survey bill is a matter which your lordship might decide at once, and say whether we should be made to pay for the survey and report made by Captain Burnie solely in the interests of the plaintiff.

His Lordship—I have not seen that report; it is possible that the report might have been necessary. That is a matter which might be considered when the bill of costs comes to be discussed.

Mr. Francis—I do not think it is possible that the report was made in view of litigation. It was almost a matter of course after making such a contract that a good survey should be made on the plaintiffs own responsibility to see whether the specifications were complied with.

His Lordship—I would like to do what you ask, but I haven't the time. Then there are the telegrams.

Mr. Francis—I intended to ask your lordship to make an inquiry into what we did not go into.

His Lordship—The charges for Captain Burnie's report and for the telegrams could be very easily included in the bill of costs. Unless there is some strong authority in favour of it I should not be inclined to grant damages. Of course if there are strong authorities in favour of such damages being allowed I would consider the matter, but I would rather that the thing should be discussed before I decide, and therefore as my time as getting so short I thought it would be better to refer the matter to the Registrar.

Mr. Leech—Judgment for plaintiff, and costs to be paid by him?

His Lordship—Yes.

Mr. Leech—Separate costs have been incurred.

His Lordship—That is a matter for the Registrar. There are regular rules for taking costs where three or four defendants have had the same solicitor. There ought to be no difficulty about it.

IN APPELLATE JURISDICTION.

(Before Mr. E. J. Ackroyd, Acting Chief Justice and Mr. A. G. Wise, Acting Puisne Judge.)

March 4th.

In re LEE KING & CO. *v.* CARLOWITZ & CO.

In the Supreme Court this morning, Counsel for the various parties interested in the case of Lee King *v.* Carlowitz Co. appeared to hear a statement from the Court. Mr. J. J. Francis, Q.C., instructed by Mr. V. H. Deacon, appeared for the plaintiffs, and Mr. E. Robinson, instructed by Messrs. Johnson, Stokes and Master, for the defendants.

This case, which has been before the court several months, it will be remembered, grew out of a failure to have the steamship *Iser* in Moji by the time specified in a charter party.

On Aug. 3, 1894, Lee King & Co., secured judgment for $3,740.87 and costs; but having admitted a breach of the Charter Party, Messrs. Carlowitz & Co. set up counter claims of:—1, Loss on sale of coal, brought in by another boat, $1,571; 2, Detention of lighters, $154.48; 3, Telegrams $39.20; 4, 1 month's interest on $1,764.68, making $78.62 and a total of $1843.30.

On Dec. 13, 1894, in a further hearing, his Lordship referred the case again to the Registrar to determine what damage defendants had sustained, through the non-arrival of the steamer *Iser*, on her due date, on account of the decline in the market, if any, between the date when the *Iser* should have arrived and that of her actual arrival.

On Oct. 5, 1894 the Registrar disallowed the $1,571 on coal. On Jan. 23rd, the case was appealed; and to-day, in regard to the case his Lordship said:—

It is with regret that we have to announce that we are not ready to give our judgment in this case to-day. My colleague Mr. Wise, who, in addition to his own duties, as Acting Puisne Judge, has lately kindly relieved me of most of mine, as Acting Chief Justice, required some little time to look into the matter and we were not able to meet in conference until Wednesday last, when, after a short consultation, we saw it was necessary that we should further and carefully consider all the authorities cited and the facts of the case. This we have not been able to do as the last moment many small but important matters turned up which required to be at once dealt with; and, although I very carefully considered the case before giving the judgment appealed from, yet I do not wish to give any decision, after the case has been fully reargued on appeal, without a fresh examination of the authorities and further consideration of the matter. This I have not had time to do and I regret I am not able to finally dispose of the case to-day; but as this is an appeal on a question of law only and as Mr. Francis, who appears for the appellant, has been good enough to say that my judgment fully and satisfactorily set out the facts, I feel that the case can, without any loss of time or difficulty, be placed before the court with this additional and important advantage to the parties that, on the appeal, they will have the benefit of the opinions of two judges who were both strangers to the judgment under review.

The reading of this decision by his lordship was not received very favourably by the counsel for the defendants, for Mr. Robinson said that if his lordship would hear him for a few minutes he would convince him that there were good and sufficient reasons why a judgment should be given by the present court, whatever that judgment might be. The case had been twice submitted and nothing new could be brought out in a re-submission, and it would be a hardship on his clients to impose on them the delay and the expense of renewing the arguments. The facts were all admitted and it was now only a question of a point of law; and if his lordship could not go into the matter in full, he ought at least to give some idea of what his theory was as to the law that should constitute a judgment. He even thought that his lordship was in duty bound to give a decision and that his clients had a right to ask and insist on a judgment, and added that his lordship had always made a strong point of the principle of granting to each man the largest rights in accordance with the broad spirit of *Magna Charta*, and counsel hoped that now the rights of his clients would not be denied, and that his lordship would reconsider the matter and discharge the case with a judgment, whatever it might be. Counsel also mentioned that the status of the case in a resubmission might be affected, and doubted if there was proper authority or safety in such a course being pursued.

His lordship said that he freely acknowledged the justice of many of the learned Counsel's remarks, but that it was hardly necessary to remind him of what his duty was, and there was one thing Counsel seemed to have overlooked and that was that his lordship could not oppose his own conscience. In this case, he was averse to sitting in judgment on his own decision and opinions, as such might nullify the impartiality of the decision, and he thought it better for all parties that the judgment be given by two judges who had not heard the case and who could give to the case full and unbiased consideration and thus ensure to all parties interested a more satisfactory decision. Under present circumstances he thought it would be unwise to oppose his own feelings in the premises and to sit in judgment on his own decision.

NOTICES TO MARINERS.

The following notices to mariners are published in the last issue of the *Government Gazette*:—

No. I.

EXISTENCE OF SUNKEN ROCK NEAR KWANGLO TAU.

The Captain of the steamer *Setsuyo Maru* reports that, on the 17th December 1894, he found a reef, which dries 3 or 4 feet at low water, north-westward of Kwanglo tau, or approximately in lat. 39 deg. 13 min. 30 sec. N.; long. 122 deg. 21 min. E. Also, that he found two rocks lying north-eastward of the island. The outer rock with pinnacle top (about lat 39 deg. 19 min. N., long. 122 deg. 27 min. E.) dries 2 or 3 feet at low water, and the inner with flat top dries 4 or 5 feet.

This Notice affects the following Naval charts:—Nos. 307, 262.

No 2.

FUSAN HARBOUR—SHOAL OFF MAGNETIC HEAD.

The following information has been received through the Captain T. Kuro-oka of H. I. M.'S. *Tsukuba*, that the Lieutenant T. Arao of the ship reports the existence of a shoal, about 100 yards long south and north, and 50 yards broad, with depth of less than 5 fathoms on it at low water springs, and 7 fathoms around, in the vicinity of Magnetic head in the entrance to Fusan harbour. Least depth near the centre of the shoal is 3½ fathoms, and its position is as follows:—

Angle subtended by the S. E. extreme of Magnetic head and Channel rock beacon.....130 deg. 52 min.

Angle subtended by the S. E. extreme of Magnetic head and S. end of the southernmost of the Black rocks.....25 deg. 59 min.

This Notice affects the following naval charts:—Nos. 60,227.

BUOYAGE OF HAINAN STRAITS.

(*Kiungchow District.*)

Notice is hereby given that the Riversdale Rock, which lies to the south-eastward of Hainan Head with Single Palm bearing S. 69½ W., magnetic, distant about 18 6-10th cables, and has a depth of 3½ fathoms on it at low water of spring tides, is now marked by a Black Conical Buoy surmounted by a black triangular cage. The buoy is moored in 9½ fathoms, about 1½ cables to the North-eastward of the rock, and must be left on the port hand by vessels entering the straits from the eastward. The Magpie Rock Buoy has been removed.

DIRECTIONS.

With the Riversdale Rock Buoy in the position above described and the Hainan Head Bank Buoy and Hainan Reef Buoys in their advertised positions, vessels using the South Channel should steer to pass the two former buoys at about 3 cables, taking care to guard against being set towards the shore, and remembering that it is safe to borrow towards the banks on the starboard hand—of which the lead, which should be kept going, will give warning,—while on the other side the bottom is rocky and uneven and the lead gives no warning. The Hainan Reef Buoy may be rounded at a distance of 1 cable cable or more at discretion.

AS OTHERS SEE OUR "DIRECTORY."

Thus spake the Yokohama *Box of Curios*:—

IT'S A LAH-LAH.

We acknowledge the receipt, with many thanks, of the new *Hongkong Directory* published by the *Telegraph* and as we inspected its contemporary during our visit there must say that it "beats 'em all." One of the beauties of this well and carefully compiled work is that you can find your way all over the East, for it takes it all in. Its calendar of Hongkong and the Far East gives a well written and condensed history of all noted events; its map of the settlement and harbour is most complete and convenient; it gives all the Treaties with China, with Japan, Siam, Cambodia, Korea, &c.; the consular fees, Emigration laws, and Harbour regulations. It also gives the Code of Civil Procedure, thus permitting every man to be his own lawyer; the Postal Guide, Stamp Ordinances, broker's commissions, taxes, are all given——in fact it is a perfect encyclopedia of the Far East. As an advertising medium it has no equal in the East, and is well patronized. A leading feature is the Sporting Memoranda which seems to take in all the leading events of the world, *excepting* the performances of our yacht *Beetle*, but next year this will probably be attended to. It is nicely bound in scarlet and gold and its typography and style are worthy of being a *Box* production although done by the *Telegraph*. The price is only Three Dollars, but it is really worth a £10 note.

Our sedate Shanghai morning contemporary, the *N. C. Daily News*, writes:—The *Hongkong Directory and Hong List for the Far East* makes its welcome appearance from the office of the *Hongkong Telegraph*, this being the fourteenth year of publication. It contains a vast amount of information, and has the advantage of being remarkably cheap. The foreign treaties with China, Japan and Korea, the Consular fees, regulations affecting shipping in the Far East, etc., are all contained in the volume, whilst the lists of firms and residents, and short descriptive notes, appear to be correct and up to date.

HONGKONG RIFLE ASSOCIATION.

There was an unusually large attendance of members at the Butts on Saturday, but a strong gusty wind blowing down the range effectually prevented heavy scoring. The Cup was won by Corp. Lynch, R. E., and the Spoons by Sapper Lawson, Petty Officer Bishop, Major Wrottesley, Sapper Thompson, and Lieut. Hoey, the last named making for the best nett score. Appended are the best scores:—

Name.	500 yards.	600 yards.	Total	Hcap points.	Grand total.
Corp. Lynch, R.E.	37	56	56	5	61
Sapper Lawson, R.E.	36	30	53	4	57
Petty Officer Bishop	30	25	55	3	58
Mjr. Wrottesley, R.E.	28	26	54	4	58
Sap. Thompson, R.E.	27	24	51	6	57
Mr. W. M. Dean	28	19	47	10	57
Lieut. Hoey, R.E.	26	29	55	nil.	55
Capt. Palmer, O.S.D.	23	27	49	4	53
Major Moore, A.P.D.	28	17	45	8	53
Mr. W. Stewart	26	19	45	6	51
Mr. W. McDonald	21	22	43	8	51

THE ORIENTAL WAR.

ON TO NANKING AND THE GRAND CANAL

The following from our Shanghai morning contemporary is so much in accord with our own opinions and dovetails so closely with our latest available information from the seat of war, that we see no reason why it should not be published *in extenso* in these columns without further comment:—

Throughout the war Japan has managed to conduct all her movements with the most astonishing secrecy. This secrecy is surprising because it is, as a rule, very difficult for the government to contemplate even the most ordinary alteration in the economic arrangements of the country, or the departure by so much as a hair's breadth from the ordinary administrative round without some hint of their intentions leaking out. The convenient compactness of the country, and the distribution of the army at easily accessible points was of course highly conducive to secret preparations and obviated the necessity of any toll-tale mobilisations at given points, such as suffice to betray the direction of the wind in most countries preparing for war. There were, nevertheless, certain arrangements in progress for some years past, which might have been serviceable indications of Japan's frame of mind had we not habitually accustomed ourselves, thanks perhaps to a certain class of writers, to regarding Japan as a sort of joke, a mere child playing with edged tools which we consoled ourselves in thinking, must inevitably wound her reckless digits before they achieved any damage to others. Then too, Japan talked so much and so mightily about going to war with someone, that even her own people seeing martial preparations going on failed to appreciate them at their true value. In this way, and by studiously throwing the Japanese and foreign Press on the wrong scent, Japan has contrived to accomplish nearly all her principal movements in stolen marches.

THE FORMOSA "WOLF."

We are therefore not altogether carried away by the news which has reached us about Formosa, although it purports to be on good authority. From the reports which have recently been published concerning the explosion of the Takao powder magazine, the exodus in haste of all the well-to-do merchants from the island, and the appearance of the Japanese fleet in its vicinity, simultaneously with the mobilisation of another army corps at Hiroshima, it would certainly give colour to the belief that Japan is on the eve of a descent upon Formosa. But while we know the Japanese papers have rather more than suggested that Formosa is one of the perquisites which Japan contemplates making out of the war, we must not allow ourselves to forget that this is the third time the cry of "wolf!" has been raised in reference to this island, and that each time the Japanese fleet has been seen reconnoitering in the Channel, it has been immediately before an important move in quite another direction. Of course we know that in the fable there came a day when the wolf actually made its appearance, and on this occasion Formosa may really be threatened. But, knowing as we do that the next army corps to leave Japan was destined to make a descent on Nanking, in preference to any other point, it certainly seems not at all improbable that Formosa is again being utilised to take European Powers off the scent. It may be argued by some that the same thing might be said of Nanking; but we are inclined to think not, on the following grounds. In the first place undefended as Formosa practically is, an army corps is not at all necessary for its "attachment." The blockading of its ports by a few Japanese gunboats is all that is required to illustrate Japan's idea, if an acquisitive one. Moreover, the taking of Formosa just at the present juncture would be calculated to precipitate more foreign complications, which Japan is most desirous of avoiding at present, without materially assisting her operations. Beyond a possible check on Australian shipped munitions of war, Japan has, as far as we can see, little or nothing to attract her attention or cupidity in Formosa. With Port Arthur and Wei-hai-wei at her disposal she does not require Formosa as a camping ground, and to take virtual command of the channel at this incomplete stage of affairs would be but to tempt Providence in the form of European intervention. That, we are quite assured, is far from Japan's programme at present. She has most distinctly shown that her policy is to avoid friction as far as possible, hence we find Newchwang and Chefoo both left undisturbed, and it would not surprise us now to see even Tientsin overlooked on the march to Peking. Of course that is rather a broad conjecture, but if we are to recognise the fact that Japan has, so far gone out of her way not to interfere with European trade, and to avoid friction with European Powers, it is not impossible, to say the least of it, that she may show the same caution when nearing Tientsin. In doing this in both the above named instances, Japan has again shewn herself possessed of that common sense and farsightedness which foreigners are so slow to credit her with, but which if we mistake not will yet evince itself on more than one occasion before the war is ended.

NANKING THE OBJECTIVE.

Instead of descending on Formosa, we believe, from information which we have long since received, and which has recently been confirmed, that the army corps now mobilising at Hiroshima is destined for Nanking and Nanking only. We have but to recognise in Peking the Tokio, and in Nanking the Kioto of Japan to see the force of the strategic move which Japan contemplates. A simultaneous death-blow at the old and present capitals of China would effect a realisation of conquest throughout China such as nothing else could; and complete an historical tableau which none but the artistic mind of Japan is capable of conceiving or fully appreciating. To Western minds the necessity for such a move is far less obvious than to Oriental; but whether we appreciate the histrionic value of such a situation, or the effect of such a blow on Chinese minds or not, we are distinctly justified by a calm review of what Japan has done in accepting this programme as at least consistent in policy with what has preceded it. There has been a business-like precision about all Japan's movements that bespeaks in no measured terms careful attention

to detail, and well thought out plans; and a descent on Nanking at the present juncture is far more in keeping with the other compact and methodical features of the campaign than a slovenly and apparently rather aimless piece of by-play in the neighbourhood of Formosa. It will probably be found this army corps will be landed somewhere north of the Yellow River, and Nanking can then quite easily be approached *vid* the Grand Canal without any direct interference with the Yangtsze trade. That some idea of Japan's pending movements has found its way to this province is suggested by the information published by us recently in reference to the activity now being shown by the Provincial Commander-in-Chief, and the attempt he is making to guard the inland rivers against attack. But we need hardly emphasise the impotence of such preparations at this late hour, nor the futility of placing the slightest reliance on them. In giving the above view of the situation we are merely stating what we believe to be Japan's programme, and what we believe it is necessary for us to recognise as her programme; but we have carefully avoided entering upon the justification aspect of the question, or on the still farther-reaching consideration of consequences. Since writing the above we find the reports of disturbances in Formosa have been very much modified, and the appearance of the Japanese fleet in that vicinity contradicted, which only tends to strengthen our opinion that the army corps in question is not going to that island.

NEWS BY THE AMERICAN MAIL.

The Pacific Mail S. S. Co.'s steamer *Peru*, Capt. D. E. Friele, from San Francisco, *via* Yokohama and Nagasaki, with mails up to 2nd February, arrived in port to-day. From our San Francisco exchanges we take the following telegrams:—

LONDON, January 30th.

The National Sporting Club has declined to promote a match between Jackson and Mitchell.

WASHINGTON, January 30th.

The consular and diplomatic appropriation bill, as reported to the Senate, provides for the construction of a cable between the United States and Hawaii, and as a part of the cost $500,000 is appropriated. The total appropriation is $2,072,458, an increase of $509,340 on the amount passed by the House.

CHICAGO, January 30th.

Word has just come from the president of the Women's Christian Temperance Union, Mrs. Nichols, of Prospect, Adelaide, South Australia, that the adult suffrage has been carried, giving all women the right to vote on the same terms as men, and with no barrier to a seat in Parliament. The bill now only waits the Queen's consent.

WASHINGTON, January 31st.

The Colombian Legation here has been closed by Senor Rengifo, that Government's *attache* having been recalled to take his place in the army, which is fighting the revolutionists in Colombia.

COLON (Colombia), January 31st.

A severe engagement has been fought at Bogota between the Government forces and the rebels. Two hundred of the latter were killed. The Government troops were under the personal command of the President.

The victorious troops have been sent by train from Cartagena to Michinan to engage the rebels.

Six Liberals have been arrested at Cartagena. Men are being pressed into the service of the Government.

PANAMA, January 31st.

The royal mail steamship *Para* has arrived from Cartagena, bringing news of a battle between the revolutionary forces and the Government troops in the streets of Bogota. President Caro, it is reported, led in person two battalions of local artillery. The rebels were repulsed with heavy loss. Many prisoners were captured.

Three Government steamers—*Enrique*, *Colombia* and *Montoga*—are anchored off Puerto Barrio in readiness, in case any attack should be made by the rebels there. Generals Casablanca, Triben and others are marching toward Girardos and Honda to join Generals Morgan and Arboleds, who left for there yesterday. Panama is tranquil.

THE "ELBE"-"CRATHIE" COLLISION.

LONDON, January 31st.

The *Daily Graphic* will say to-morrow: There is a wide divergence of accounts as to the conduct of the crew, and especially as shown in Pilot Greenham's tribute to the ship's discipline and the charges made by some of the survivors. In an interview given this afternoon Survivor Hoffmann made this statement:

"I heard the Captain's orders to send the women and children to the starboard side. I have been used to obeying orders, as I have been under military discipline. So I even let my boy go, although he had got into the boat with me. It was the engineer who took him out, and (significantly) the engineer is still alive."

The *Graphic* reporter says: "One memory will linger in the minds of all who visited the survivors in Lowestoft. It is a vision of poor Hoffmann, sitting broken-hearted by the fireside and saying nothing except, "My poor boy! My poor boy!"

The agent of the North German Lloyd Steamship Company announces that the following persons whose names were on the list of the *Elbe's* passengers decided at the last moment to go from Bremen to Southampton direct, and were not on the *Elbe* when she sank: Louise Bornefeldt, Domingo Zurrer, Theodore Geissenheimer, Rudolph Neumann, Elie Misselwitz, two adults and two children, Schiefer Dorman and Anton Fischer.

THE PILOT'S STATEMENT.

He says there was no panic on the sinking steamer.

LOWESTOFT, January 31st.

At the request of the agents of the North German Lloyd Company, Trinity Greenham, the pilot, made the following statement to-day: "When I came on deck with some passengers Captain von Goessel was in charge. The first order given was to swing the boats out, but not to lower them until further orders. The next order was for everybody to come on deck and for the crew to go to their stations. Then followed the order for the women and children to go to the starboard boats, in which it was proposed to save them.

"The first of these orders was given by Captain von Goessel and repeated by Chief Officer Thelms. The captain was on the bridge, and I believe he went down with the ship. The next order which I heard given was to lower the boats. There was no confusion whatever, nor was there a panic. Every order was executed with the greatest calmness and promptitude.

"At the time of the collision there was a high sea running and a strong wind was blowing from east-south-east. It was bitterly cold. The lanyards and boats' grips and falls were frozen and the lanyards securing the falls had to be chopped in order to save time, but that would have been done in any case in the event of a collision. The *Elbe* went down in about two minutes after we left her side."

Pilot Greenham assisted the crew of the *Elbe* in firing rockets. It is understood that Greenham had expressed the opinion that the steamer which collided with the *Elbe* was distinctly at fault, as she attempted to cross the bows of the *Elbe*.

Intimations.

STANDARD FAMILY MEDICINES.

WATKINS' SARSAPARILLA
A COMPOUND CONCENTRATED EXTRACT TONIC AND ALTERATIVE

BALSAMIC LINCTUS
FOR COLDS, COUGHS, AND ALL THROAT AND LUNG COMPLAINTS.

WATKINS' CATHARTIC PILLS.
A STRICTLY VEGETABLE PURGATIVE.

The Best Family Physic For
STOMACH, LIVER AND BOWELS.

WATKINS & CO.
THE APOTHECARIES' HALL.
66, Queen's Road Central.

51]

KELLY & WALSH, LD.

AYRES CHAMPION TENNIS BALLS, 1895.
AYRES REGULATION TENNIS BALLS, 1895.
SALTER'S TENNIS RACKETS, all weights.
DEMON & SPECIAL DEMO RACKETS.
CROQUET SETS, Complete in Case.
INDIAN CLUBS, various weights.
DUMB BELLS, various weights.
HALMA: For TWO or FOUR PLAYERS.
THE POPULAR RACE GAME,
DRAUGHTS, CHESS, BEZIQUE, &c., &c., &c.

ALL OF THE ABOVE CAN NOW BE OBTAINED FROM

KELLY & WALSH, LIMITED.

Hongkong, 18th February, 1895. [6

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.*

HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine, under the foreign supervision of an approved Chef, has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch attends Steamers arriving and departing. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—the only Hotel offering such an advantage. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNY, Manager, *YOKOHAMA.* | E. DEWETTE, Manager, *TOKYO.* [160

To-day's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street THIS EVENING, the 4th March, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 4th March, 1895. [280

ODD VOLUMES SOCIETY.

MRS. BISHOP, F.R.G.S., &c., Author of "UNBEATEN TRACKS IN JAPAN," &c., will deliver a Lecture in the SOCIETY'S ROOMS TO-MORROW, March 5th, at 5.30 P.M. Subject:—A JOURNEY THROUGH WESTERN TIBET

LADIES are invited

F. BROWNE,
Hon. Secretary.

Hongkong 4th March, 1895. [216

HONGKONG AMATEUR DRAMATIC CLUB.

BY SPECIAL REQUEST there will be ONE MORE PERFORMANCE OF "ROBINSON CRUSOE," ON SATURDAY, the 9th March, 1895, AT 9 P.M.

Under the Patronage of Commodore BOYES, R.N., AND THE OFFICERS OF HER MAJESTY'S FLEET.

Box Office open at Messrs. LANE, CRAWFORD & Co. on THURSDAY, the 7th March, at 10 A.M.

Hongkong, 4th March, 1895. [317

NOTICE.

ANY PERSONS having any CLAIMS against the late Captain Hon. F. M. St. AUBYN, Rifle Brigade, are requested to forward the same to the Undersigned within One Month from this date, after which NO CLAIMS will be entertained.

W. V. ECCLES, Captain,
President Committee of Adjustment.

Hongkong, 4th March, 1895. [315

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWELFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, Praya Central, on SATURDAY, 23rd March, at NOON, for the purpose of receiving the Report of the General Managers, Declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 23rd March, both days inclusive.

SHEWAN & Co.,
General Managers.

Hongkong, 4th March, 1895. [318

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE ELEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICE of the COMPANY, Praya Central, on SATURDAY, 23rd March, at 12.30 P.M. for the purpose of receiving the Report of the General Managers, Declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 23rd March, both days inclusive.

SHEWAN & Co.,
General Managers.

Hongkong, 4th March, 1895. [319

To-day's Advertisements.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "PERU" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained, on countersignature of Bills of Lading.

Goods remaining unclaimed after the 11th instant, will be subject to rent.

J. S. VAN BUREN,
Agent.

Hongkong 4th March, 1895. [1

FOR KOBE AND YOKOHAMA.

THE Steamship

"AZAMOR,"

Captain Nicholls, will be despatched for the above Ports on WEDNESDAY, the 6th inst., instead of as previously advertised.

For Freight or Passage, apply to

TATA & Co.,
Agents.

Hongkong, 4th March 1895 [285

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports on THURSDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 4th March, 1895. [314

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Shannon, will be despatched for the above Ports on SATURDAY, the 16th instant.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th March, 1895. [320

To be Let.

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
"RAVENSHILL," WEST, on ROBINSON ROAD.
"DUNHEVED" in ROBINSON ROAD (partly Furnished).
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STANLEY STREET.
FLOORS in No. 5, SHELLEY STREET.

GODOWNS:—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

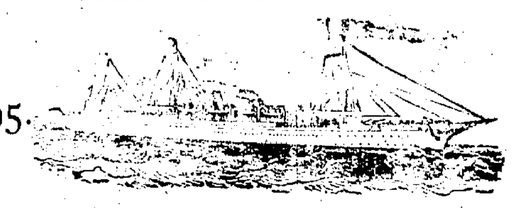
Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st March, 1895. 5]

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895  1895

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 20th February, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, 7th March, at Daylight.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 9th March, at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 17th April, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on THURSDAY, the 7th March, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th March, 1895. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG,

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 24th July, 1893. [99

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 19th March, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 9th April, at Noon.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 9th May, at Noon.

THE Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th March, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th February, 1895. [2

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 10th June, 1893. [60

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sikh	Tuesday	March 19th.
Victoria	Tuesday	April 23rd.
Tacoma	Tuesday	May 14th.
Sikh	Tuesday	June 4th.

THE Steamship

"SIKH,"

Captain Jas. Rowley, sailing at Noon, on TUESDAY, the 19th March, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st March, 1895. [4

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [19

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES,
(FROM NOVEMBER 1ST TO MARCH 31ST).

One person, per day	$2.50 to $ 3.00
One person, per month	$55 to 60.00
Married couple (occupying one room) per day	5.00
Married couple (occupying one room) per month	$100 to 105.00
Married couple (occupying two rooms) per month	$110 to 120.00
Extra Bed-room, per month	20.00

For further particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, 16th October, 1894. [26

NEW CANTON HOTEL,

FRENCH CONCESSION, SHAMEEN.

GOOD ACCOMMODATION and EXCELLENT CUISINE.

BOARD and LODGING by the day:—

One Person	$3.50
Married Couples occupying one Room	$6.00

Telephone and Electric Bells fitted up throughout the Establishment.

The Hotel provides Boats for the conveyance of Visitors to and from Steamers.

T. F. DA CRUZ,
Manager.

Canton, 1st February, 1895. [271

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MIYANOSHITA,
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Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

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EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

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THOMAS' GRILL ROOMS,

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash, Terms:—

Breakfast	per meal	$0.75	per Month $22
Tiffin	"	$0.75	" $22
Dinner	"	$1.25	" $35
Breakfast, Tiffin and Dinner			" $45
Breakfast and Tiffin			" $30
Tiffin and Dinner			" $40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 14th June, 1894. [97

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